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No. 131

House of Representatives

The House met at 9 a.m. and was called to order by the Speaker pro tempore (Mr. EWING).

DESIGNATION OF THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,
October 1, 1999.

I hereby appoint the Honorable THOMAS W. EWING to act as Speaker pro tempore on this day.

J. DENNIS HASTERT,
Speaker of the House of Representatives.

PRAYER

The Chaplain, Reverend James David Ford, D.D., offered the following prayer:

Let us pray using the words of Psalm 117:

*Praise the Lord, all you nations!
Extol Him, all you peoples!
For great is His steadfast love toward us,
and the faithfulness of the Lord endures forever.
Praise the Lord!*

Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from Louisiana (Mr. VITTER) come forward and lead the House in the Pledge of Allegiance.

Mr. VITTER led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Repub-

lic for which it stands, one nation under God, indivisible, with liberty and justice for all.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. McDevitt, one of its clerks, announced that the Senate has passed a bill of the following title in which concurrence of the House is requested:

S. 1606. An act to extend for 9 additional months the period for which chapter 12 of title 11, United States Code, is reenacted.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain one minutes at the end of business.

CONFERENCE REPORT ON H.R. 2084, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2000

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 318 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 318

Resolved, That upon adoption of this resolution it shall be in order to consider the conference report to accompany the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes. All points of order against the conference report and against its consideration are waived. The conference report shall be considered as read.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentlewoman from New York (Ms. SLAUGHTER), pending which I yield myself such time as I

may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 318 provides for the consideration of the conference report to accompany H.R. 2084, the Department of Transportation and Related Agencies Appropriations Bill for fiscal year 2000.

The rule waives all points of order against the conference report and against its consideration. The rule also provides the conference report will be considered as read.

Mr. Speaker, this bill provides for appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000. The legislation before the House this morning is vitally important to both the safety and the efficiency of travel and transportation in the United States.

The bill provides for the necessary resources for America's highways and airports, our railroads and public transportation facilities, and safety in all forms of transportation.

Mr. Speaker, ensuring the safety of American motorists, fliers, and travelers is this Government's highest responsibility, and clearly this bill addresses those needs and concerns. Indeed, the underlying legislation represents an increase in safety measures and resources in every area of America's transportation system, from the Coast Guard, to the Federal Aviation Administration, to the National Highway Traffic Safety Administration.

And even while we ensure adequate and appropriate financial resources to meet those needs, our conferees have met the challenge, while practicing fiscal responsibility and bipartisan cooperation, maintaining the fiscal restraints adopted in the Balanced Budget Act of 1997.

I commend my friend and colleague, the gentleman from Virginia (Mr. WOLF), the chairman of the Committee

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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on Appropriations Subcommittee on Transportation, and the gentleman from Minnesota (Mr. SABO), for their hard work in crafting a responsible bipartisan bill.

I urge my colleagues to support this rule and the underlying bill.

Mr. Speaker, I reserve the balance of my time.

Ms. SLAUGHTER. I yield myself such time as I may consume.

(Ms. SLAUGHTER asked and was given permission to revise and extend her remarks.)

Ms. SLAUGHTER. Mr. Speaker, I thank the gentleman from New York for yielding me time.

Mr. Speaker, I do not oppose the rule, the transportation appropriations conference report for fiscal year 2000, but the conference report itself should be the subject of vigorous debate today as members of the authorizing committee and the Committee on Transportation and Infrastructure express their serious concerns about provisions added to the conference report by the other body. There are also issues which will be discussed on the floor today relating to unfunded mandates and numerous legislative provisions which appear in the conference report.

Mr. Speaker, there is no question but that the transportation system of this Nation helps us to maintain our competitive edge worldwide. There is no question but that the very same system must be maintained, repaired, and upgraded constantly for that competitive edge to remain. This is a goal shared by both the Committee on Transportation and Infrastructure and the Subcommittee on Transportation of the Committee on Appropriations. This debate might be described as a dif-

ference not of where we are going, but how we get there.

I wish to thank the gentleman from Pennsylvania (Chairman SHUSTER) and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR) of the Committee on Transportation and Infrastructure, and the gentleman from Virginia (Chairman WOLF), and the ranking member, the gentleman from Minnesota (Mr. SABO) of the Committee on Transportation and Infrastructure Subcommittee on Appropriations, for sharing strong support of and commitment to our transportation system for the people of America, unmatched anywhere in the world.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

Mr. WOLF. Mr. Speaker, pursuant to House Resolution 318, I call up the conference report on the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes.

The Clerk read the title of the conference report.

The SPEAKER pro tempore. Pursuant to the rule, the conference report is considered as having been read.

(For conference report and statement, see proceedings of the House of September 30, 1999, at page H9077).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Virginia (Mr. WOLF).

GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the conference report to accompany H.R. 2084, and that I may include tabular and extraneous material.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Virginia?

There was no objection.

Mr. WOLF. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I am pleased to bring before the House an excellent conference report on the transportation appropriations bill for the coming fiscal year. We have worked long and hard in truly a bipartisan fashion, and I want to thank the gentleman from Minnesota (Mr. SABO) for that, with the Senate conferees to hammer out a conference agreement which hopefully will easily pass this body.

We said earlier that this House would pass individual appropriation bills in a timely manner and send them to the President for signature. We have fallen a little bit behind, but here is a way to get us back on track.

This is a bill which provides funding increases for all our vital transportation systems and infrastructure and gives the President another bill he can sign just as the new fiscal year begins.

Mr. Speaker, I include the following for the RECORD.

H.R. 2084 - TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2000

(Amounts in thousands)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses:						
Immediate Office of the Secretary	1,624	1,967	1,867	1,900	1,867	+243
Immediate Office of the Deputy Secretary	585	612	612	600	600	+15
Office of the General Counsel	8,750	9,150	9,000	9,000	9,000	+250
Office of the Assistant Secretary for Policy	2,808	2,924	.....	2,900	2,824	+16
Office of the Assistant Secretary for Aviation and International Affairs	7,850	7,732	7,632	7,700	7,650	.....
Office of the Assistant Secretary for Budget and Programs	6,349	6,790	6,770	6,870	6,870	+521
Office of the Assistant Secretary for Governmental Affairs	1,941	2,039	2,039	2,000	2,039	+98
Office of the Assistant Secretary for Administration	19,722	18,847	17,767	18,600	17,767	-1,955
Office of Public Affairs	1,565	1,836	1,836	1,800	1,800	+235
Executive Secretariat	1,047	1,102	1,102	1,110	1,102	+55
Board of Contract Appeals	561	520	520	560	520	-41
Office of Small and Disadvantaged Business Utilization	1,020	1,222	1,222	1,222	1,222	+202
Office of Intelligence and Security	1,036	1,574	1,454	.....	1,454	+418
Office of the Chief Information Officer	4,875	5,075	5,000	5,100	5,075	+200
Office of Intermodalism	957	1,187	.....	.....	1,062	+105
Office of the Assistant Secretary for Transportation Policy & Intermodalism .....	.....	.....	3,781	.....	.....	.....
Subtotal	60,490	62,577	60,602	59,362	60,852	+362
Y2K conversion (emergency funding)	(7,754)	.....	.....	.....	.....	(-7,754)
Office of civil rights	6,966	7,742	7,742	7,200	7,200	+234
Transportation planning, research, and development	9,000	6,275	2,950	3,300	3,300	-5,700
Transportation Administrative Service Center	(124,124)	.....	(157,965)	(169,953)	(148,673)	(+24,549)
Minority business resource center program	1,900	1,900	1,900	1,900	1,900	.....
(Limitation on direct loans)	(13,775)	(13,775)	(13,775)	(13,775)	(13,775)	.....
Minority business outreach	2,900	2,900	2,900	2,900	2,900	.....
Payments to air carriers (Airport and Airway Trust Fund) (rescission of contract authorization)	(-815)	.....	.....	.....	.....	(+815)
Total, Office of the Secretary	81,256	81,394	76,094	74,662	76,152	-5,104
Coast Guard						
Operating expenses	2,400,000	2,607,039	2,491,000	2,238,000	2,481,000	+81,000
Defense function	300,000	334,000	300,000	534,000	300,000	.....
Title I - Readiness (emergency funding)	(100,000)	.....	.....	.....	.....	(-100,000)
Title IV - Counterdrug (emergency funding)	(16,300)	.....	.....	.....	.....	(-16,300)
Y2K conversion (emergency funding)	(27,715)	.....	.....	.....	.....	(-27,715)
Y2K conversion (emergency funding)	(4,058)	.....	.....	.....	.....	(-4,058)
Emergency funding (P.L. 106-31)	(200,000)	.....	.....	.....	.....	(-200,000)
Acquisition, construction, and improvements:						
Vessels	219,923	165,760	205,560	123,560	134,560	-85,363
Aircraft	35,700	22,110	38,310	33,210	44,210	+8,510
Other equipment	36,569	53,726	59,400	52,726	51,626	+15,057
Shore facilities & aids to navigation facilities	54,823	55,800	55,800	63,800	63,800	+8,977
Personnel and related support	48,450	52,930	50,930	52,930	50,930	+2,480
Deepwater replacement project revolving fund .....	.....	.....	.....	44,200	.....	.....
Integrated Deepwater Systems .....	.....	.....	.....	.....	44,200	+44,200
Subtotal, A C & I appropriations	395,465	350,326	410,000	370,426	389,326	-6,139
Offsetting collections (user fees) .....	.....	-41,000	.....	.....	.....	.....
Title I - Counterdrug (emergency funding)	(100,000)	.....	.....	.....	.....	(-100,000)
Hurricane Georges (emergency funding)	(12,600)	.....	.....	.....	.....	(-12,600)
Title IV - Counterdrug (emergency funding)	(117,400)	.....	.....	.....	.....	(-117,400)
Environmental compliance and restoration	21,000	19,500	18,000	12,450	17,000	-4,000
Alteration of bridges	14,000	.....	15,000	14,000	15,000	+1,000
Retired pay	684,000	721,000	721,000	730,327	730,327	+46,327
Reserve training	69,000	72,000	72,000	72,000	72,000	+3,000
Title I - Readiness (emergency funding)	(5,000)	.....	.....	.....	.....	(-5,000)
Research, development, test, and evaluation	12,000	21,709	21,039	17,000	19,000	+7,000
Title I - Readiness (emergency funding)	(5,000)	.....	.....	.....	.....	(-5,000)
Total, Coast Guard	3,895,465	4,084,574	4,048,039	3,988,203	4,023,653	+128,188
Federal Aviation Administration						
Operations (Airport and Airway Trust Fund)	5,562,558	6,039,000	.....	5,857,450	5,900,000	+337,442
Y2K conversion (emergency funding)	(14,946)	.....	.....	.....	.....	(-14,946)
Y2K conversion (emergency funding)	(13,852)	.....	.....	.....	.....	(-13,852)
Facilities & equipment (Airport & Airway Trust Fund)	1,900,000	2,319,000	2,200,000	2,045,652	2,075,000	+175,000
Title II - Antiterrorism (emergency funding)	(100,000)	.....	.....	.....	.....	(-100,000)
Y2K conversion (emergency funding)	(106,812)	.....	.....	.....	.....	(-106,812)
Y2K conversion (emergency funding)	(15,521)	.....	.....	.....	.....	(-15,521)
Rescission .....	.....	.....	.....	-299,500	-30,000	-30,000
Research, engineering, and development (Airport and Airway Trust Fund)	150,000	173,000	173,000	150,000	156,495	+6,495
Y2K conversion (emergency funding)	(147)	.....	.....	.....	.....	(-147)
Y2K conversion (emergency funding)	(220)	.....	.....	.....	.....	(-220)

H.R. 2084 - TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2000 — continued

(Amounts in thousands)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(1,600,000)	(1,750,000)	(1,867,000)	(1,750,000)	(1,750,000)	(+ 150,000)
(Limitation on obligations)	(1,950,000)	(1,600,000)	(2,250,000)	(2,000,000)	(1,950,000)	.....
(Obligation limitation reduction) (P.L. 105-277) .....	.....	.....	.....	(-290,000)	.....	.....
Rescission of contract authority .....	.....	.....	-300,000	.....	.....	.....
Total, Federal Aviation Administration	7,612,558	8,531,000	2,373,000	8,053,102	8,131,495	+ 518,937
(Limitations on obligations)	(1,950,000)	(1,600,000)	(2,250,000)	(1,710,000)	(1,950,000)	.....
Total budgetary resources	(9,562,558)	(10,131,000)	(4,623,000)	(9,763,102)	(10,081,495)	(+ 518,937)
Rescission .....	.....	.....	-300,000	-299,500	-30,000	-30,000
Net total	(9,562,558)	(10,131,000)	(4,323,000)	(9,463,602)	(10,051,495)	(+ 488,937)
Federal Highway Administration						
Limitation on administrative expenses	(327,413)	(350,432)	(356,380)	(370,000)	(376,072)	(+ 48,659)
Limitation on transportation research .....	.....	.....	(422,450)	.....	.....	.....
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations)	(25,511,000)	(26,245,000)	(26,245,000)	(26,245,000)	(26,245,000)	(+ 734,000)
(Revenue aligned budget authority) (RABA) .....	.....	(1,456,350)	(1,456,350)	(1,456,350)	(1,456,350)	(+ 1,456,350)
(RABA transfer under Title III) .....	.....	(-502,120)	.....	.....	.....	.....
(Adjustment) .....	.....	(63,000)	.....	.....	.....	.....
Domestic Discretionary .....	.....	.....	.....	.....	.....	.....
Highway safety initiative (transfer to NHTSA) .....	.....	.....	.....	(-14,500)	.....	.....
Section 405(b) grant (transfer to NHTSA) .....	.....	.....	.....	(-7,500)	.....	.....
Subtotal, limitation on obligations	(25,511,000)	(27,262,230)	(27,701,350)	(27,679,350)	(27,701,350)	(+ 2,190,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
(Liquidation of contract authorization)	(24,000,000)	(26,000,000)	(26,125,000)	(26,300,000)	(26,000,000)	(+ 2,000,000)
Motor carrier safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(100,000)	(155,000)	(105,000)	(105,000)	(105,000)	(+ 5,000)
(Limitation on obligations)	(100,000)	(105,000)	(105,000)	(105,000)	(105,000)	(+ 5,000)
(RABA transfer under Title III) .....	.....	(50,000)	.....	.....	.....	.....
National motor carrier safety program (highway trust fund) .....	.....	.....	.....	50,000	.....	.....
Additional provisions - Division A P.L. 105-277:						
Surface transportation projects, Massachusetts	100,000	.....	.....	.....	.....	-100,000
Surface transportation projects, Arkansas	100,000	.....	.....	.....	.....	-100,000
Appalachian development highway system, Alabama	100,000	.....	.....	.....	.....	-100,000
Appalachian development highway system, West Va	32,000	.....	.....	.....	.....	-32,000
State infrastructure banks (rescission)	(-6,500)	.....	.....	.....	.....	(+ 6,500)
Total, Federal Highway Administration	332,000	.....	.....	50,000	.....	-332,000
(Limitations on obligations)	(25,611,000)	(27,417,230)	(27,806,350)	(27,784,350)	(27,806,350)	(+ 2,195,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Total budgetary resources	(27,367,047)	(28,549,346)	(28,938,466)	(28,966,466)	(28,938,466)	(+ 1,571,419)
National Highway Traffic Safety Administration						
Operations and research .....	.....	.....	87,400	.....	87,400	+ 87,400
Operations and research (Highway Trust Fund)	87,400	.....	.....	72,900	.....	-87,400
Subtotal	87,400	.....	87,400	72,900	87,400	.....
Operations and research (highway trust fund):						
(Limitation on obligations)	(72,000)	(72,000)	(72,000)	(72,000)	(72,000)	.....
(RABA transfer under Title III) .....	.....	(125,450)	.....	.....	.....	.....
(Liquidation of contract authorization)	(72,000)	(197,450)	(72,000)	(72,000)	(72,000)	.....
Y2K conversion (emergency funding)	(752)	.....	.....	.....	.....	(-752)
(Transfer from FHA) .....	.....	.....	.....	(14,500)	.....	.....
National Driver Register (highway trust fund)	2,000	2,000	2,000	2,000	2,000	.....
Subtotal, Operations and research	(161,400)	(199,450)	(161,400)	(161,400)	(161,400)	.....
Highway traffic safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(200,000)	(206,800)	(206,800)	(206,800)	(206,800)	(+ 6,800)
(Limitation on obligations):	.....	.....	.....	.....	.....	.....
Highway safety programs (Sec. 402)	(150,000)	(152,800)	(152,800)	(152,800)	(152,800)	(+ 2,800)
Occupant protection incentive grants (Sec. 405)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	.....
Alcohol-impaired driving countermeasures grants (Sec. 410)	(35,000)	(36,000)	(36,000)	(36,000)	(36,000)	(+ 1,000)
State Highway safety data grants (Sec. 411)	(5,000)	(8,000)	(8,000)	(8,000)	(8,000)	(+ 3,000)
Child passenger protection education grants (transfer from FHWA) .....	.....	.....	.....	(7,500)	.....	.....
Total, National Highway Traffic Safety Administration	89,400	2,000	89,400	74,900	89,400	.....
(Limitations on obligations)	(272,000)	(404,250)	(278,800)	(300,800)	(278,800)	(+ 6,800)
Total budgetary resources	(361,400)	(406,250)	(368,200)	(375,700)	(368,200)	(+ 6,800)

H.R. 2084 - TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2000 — continued

(Amounts in thousands)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Federal Railroad Administration						
Office of the administrator	21,215					-21,215
Railroad safety	61,488					-61,488
Safety and operations		95,462	94,448	91,789	94,288	+94,288
Offsetting collections (user fees)		-86,461				
Subtotal.....	82,703	29,001	94,448	91,789	94,288	+11,585
Railroad research and development	22,364	21,800	21,300	22,364	22,464	+100
Offsetting collections (user fees)		-21,300				
Pennsylvania Station Redevelopment project (advance approp, FY 2001)		20,000		20,000		
Next generation high-speed rail	20,494	12,000	22,000	20,500	27,200	+6,706
Alaska Railroad rehabilitation	10,000			14,000	10,000	
Alaska Railroad capital improvements (Division A)	28,000					-28,000
Rhode Island Rail Development	5,000	10,000	10,000	10,000	10,000	+5,000
Capital grants to the National Railroad Passenger Corporation	609,230	570,976	570,976	571,000	571,000	-38,230
Rail initiative trust fund (Highway Trust Fund) (RABA transfer under Title III):						
(Liquidation of contract authorization)		(35,400)				
(Limitation on obligations)		(35,400)				
Total, Federal Railroad Administration	777,791	642,477	718,724	749,653	734,952	-42,839
(Limitations on obligations)		(35,400)				
Total budgetary resources	(777,791)	(677,877)	(718,724)	(749,653)	(734,952)	(-42,839)
Federal Transit Administration						
Administrative expenses	10,800	12,000	12,000	12,000	12,000	+1,200
Administrative expenses (Highway Trust Fund, Mass Transit Account)						(+4,800)
(limitation on obligations)	(43,200)	(48,000)	(48,000)	(48,000)	(48,000)	
Subtotal, Administrative expenses	(54,000)	(60,000)	(60,000)	(60,000)	(60,000)	(+6,000)
Y2K conversion (emergency funding)	(250)					(-250)
Formula grants	570,000	619,600	619,600	619,600	619,600	+49,600
Formula grants (Highway Trust Fund):						
(Limitation on obligations)	(2,280,000)	(2,478,400)	(2,478,400)	(2,478,400)	(2,478,400)	(+198,400)
(RABA transfer under Title III)		(212,270)				
Subtotal, Formula grants	(2,850,000)	(3,310,270)	(3,098,000)	(3,098,000)	(3,098,000)	(+248,000)
University transportation research	1,200	1,200	1,200	1,200	1,200	
University transportation research (Highway Trust Fund, Mass Transit Account)						
(limitation on obligations)	(4,800)	(4,800)	(4,800)	(4,800)	(4,800)	
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	
Transit planning and research (general fund)	19,800	21,000	21,000	21,000	21,000	+1,200
Transit planning and research (Highway Trust Fund, Mass Transit Account):						
(Limitation on obligations)	(78,200)	(86,000)	(86,000)	(86,000)	(86,000)	(+7,800)
(RABA transfer under Title III)		(4,000)				
Subtotal, Transit planning and research	(98,000)	(111,000)	(107,000)	(107,000)	(107,000)	(+9,000)
Rural transportation assistance	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	
National transit institute	(4,000)	(4,000)	(4,000)	(4,000)	(4,000)	
Transit cooperative research	(8,250)	(8,250)	(8,250)	(8,250)	(8,250)	
Metropolitan planning	(43,642)	(49,632)	(49,632)	(49,632)	(49,632)	(+5,790)
State planning and research	(9,158)	(10,368)	(10,368)	(10,368)	(10,368)	(+1,210)
National planning and research	(27,500)	(33,500)	(29,500)	(29,500)	(29,500)	(+2,000)
Subtotal.....	(98,000)	(111,000)	(107,000)	(107,000)	(107,000)	(+9,000)
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(4,251,800)	(4,929,270)	(4,638,000)	(4,638,000)	(4,929,270)	(+677,470)
Capital investment grants (general fund)	451,400	490,200	490,200	490,200	490,200	+38,800
Capital investment grants (Highway Trust Fund, Mass Transit Account)						
(limitation on obligations)	(1,805,600)	(1,960,800)	(1,960,800)	(1,960,800)	(1,960,800)	(+155,200)
Subtotal, Capital investment grants	(2,257,000)	(2,451,000)	(2,451,000)	(2,451,000)	(2,451,000)	(+194,000)
(Fixed guideway modernization)	(902,800)	(980,400)	(980,400)	(980,400)	(980,400)	(+77,600)
(Buses and bus-related facilities)	(451,400)	(490,200)	(490,200)	(490,200)	(490,200)	(+38,800)
(New starts)	(902,800)	(980,400)	(980,400)	(980,400)	(980,400)	(+77,600)
Subtotal.....	(2,257,000)	(2,451,000)	(2,451,000)	(2,451,000)	(2,451,000)	(+194,000)
Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization)	(2,000,000)					(-2,000,000)
Discretionary grants (Highway Trust Fund, Mass Transit Account)						
(liquidation of contract authorization)		(1,500,000)	(1,500,000)	(1,500,000)	(1,500,000)	(+1,500,000)

H.R. 2084 - TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2000 — continued

(Amounts in thousands)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Job access and reverse commute grants (general fund)	35,000	15,000	15,000	15,000	15,000	-20,000
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(40,000)	(60,000)	(60,000)	(60,000)	(60,000)	(+20,000)
(RABA transfer under Title III)		(75,000)				
Subtotal, Job access and reverse commute grants	(75,000)	(150,000)	(75,000)	(75,000)	(75,000)	
Washington Metropolitan Area Transit Authority (general fund)	50,000					-50,000
Trust fund share of transit programs (Highway Trust Fund) (rescission of contract authorization)	(-665)					(+665)
Interstate transfer grants - transit (rescission)	(-600)					(+600)
Total, Federal Transit Administration	1,138,200	1,159,000	1,159,000	1,159,000	1,159,000	+20,800
(Limitations on obligations)	(4,251,800)	(4,929,270)	(4,638,000)	(4,638,000)	(4,638,000)	(+388,200)
Total budgetary resources	(5,390,000)	(6,088,270)	(5,797,000)	(5,797,000)	(5,797,000)	(+407,000)
Saint Lawrence Seaway Development Corporation						
Operations and maintenance (Harbor Maintenance Trust Fund)	11,496		12,042	11,496	12,042	+546
Mandatory proposal		(12,042)				
Subtotal	(11,496)	(12,042)	(12,042)	(11,496)	(12,042)	(+546)
Research and Special Programs Administration						
Research and special programs		33,340			32,061	+32,061
Hazardous materials safety	16,063		17,813	16,960		-16,063
Emergency transportation	997		1,459	1,275		-997
Research and technology	3,676		3,547	3,297		-3,676
Program and administrative support	8,544		9,542	9,220		-8,544
Subtotal, research and special programs	29,280	33,340	32,361	30,752	32,061	+2,781
Offsetting collections (user fees)		-4,575				
Y2K conversion (emergency funding)	(182)					(-182)
Y2K conversion (emergency funding)	(100)					(-100)
Pipeline safety:						
Pipeline Safety Fund	29,000	33,939	30,598	30,000	30,000	+1,000
Oil Spill Liability Trust Fund	4,248	4,248	5,494	4,704	5,479	+1,231
Pipeline safety reserve	(1,400)		(1,300)	(1,400)	(1,400)	
Subtotal, Pipeline safety program (incl reserve)	(34,648)	(38,187)	(37,392)	(36,104)	(36,879)	(+2,231)
Y2K conversion (emergency funding)	(150)					(-150)
Emergency preparedness grants:						
Emergency preparedness fund	200	200	200	200	200	
(Limitation on obligations)	(11,000)		(14,300)	(11,000)		(-11,000)
Total, Research and Special Programs Administration	62,728	67,152	68,653	65,656	67,740	+5,012
(Limitations on obligations)	(11,000)		(14,300)	(11,000)		(-11,000)
Total budgetary resources	(73,728)	(67,152)	(82,953)	(76,656)	(67,740)	(-5,988)
Office of Inspector General						
Salaries and expenses	43,495	44,840	44,840	5,000	44,840	+1,345
Surface Transportation Board						
Salaries and expenses	16,000	17,000	17,000	15,400	17,000	+1,000
User fees		-2,600				
Offsetting collections	-2,600	-14,400	-1,600		-1,600	+1,000
General Provisions						
Transportation Administrative Service Center reduction	-15,000		-11,000	-60,000	-15,000	
Transit discretionary grants (rescission of contract authorization)	(-392,000)					(+392,000)
National Aviation Review Commission (rescission)	(-849)					(+849)
Amtrak Reform Council	450	750	450	950	750	+300
Urban discretionary grants (rescission)	(-4,026)					(+4,026)
Net total, title I, Department of Transportation	14,486,343	14,613,187	8,294,642	13,888,522	14,310,424	-175,919
Current year, FY 2000	(14,486,343)	(14,593,187)	(8,294,642)	(13,868,522)	(14,310,424)	(-175,919)
Appropriations	(14,043,239)	(14,593,187)	(8,594,642)	(14,168,022)	(14,340,424)	(+297,185)
Rescissions	(-405,455)		(-300,000)	(-299,500)	(-30,000)	(+375,455)
Emergency appropriations	(848,559)					(-848,559)
Advance appropriation, FY 2001		(20,000)		(20,000)		
(Limitations on obligations)	(32,085,800)	(34,386,150)	(34,987,450)	(34,444,150)	(34,673,150)	(+2,577,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Net total budgetary resources	(48,006,190)	(50,131,453)	(44,414,208)	(49,464,788)	(50,115,690)	(+2,109,500)

H.R. 2084 - TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2000 — continued

(Amounts in thousands)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses	3,847	4,633	4,633	4,500	4,633	+786
Y2K conversion (emergency funding)	(60)					(-60)
National Transportation Safety Board						
Salaries and expenses	53,473	57,000	57,000	51,500	57,000	+3,527
Rental payments (supplemental P.L. 160-31)	2,300					-2,300
Offsetting collections		-10,000				
Emergency fund	1,000			1,000		-1,000
Total, National Transportation Safety Board	56,773	47,000	57,000	52,500	57,000	+227
Total, title II, Related Agencies	60,680	51,633	61,633	57,000	61,633	+953
Appropriations	(60,620)	(51,633)	(61,633)	(57,000)	(61,633)	(+1,013)
Emergency appropriations	(60)					(-60)
Grand total	14,547,023	14,664,820	8,356,275	13,945,522	14,372,057	-174,966
Current year, FY 2000	(14,547,023)	(14,644,820)	(8,356,275)	(13,925,522)	(14,372,057)	(-174,966)
Appropriations	(14,103,859)	(14,644,820)	(8,656,275)	(14,225,022)	(14,402,057)	(+298,198)
Rescissions	(-405,455)		(-300,000)	(-299,500)	(-30,000)	(+375,455)
Emergency appropriations	(848,619)					(-848,619)
Advance appropriation, FY 2001		(20,000)		(20,000)		
(Limitation on obligations)	(32,095,800)	(34,386,150)	(34,987,450)	(34,444,150)	(34,673,150)	(+2,577,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Net total budgetary resources	(48,066,870)	(50,183,086)	(44,475,841)	(49,521,788)	(50,177,323)	(+2,110,453)
Scorekeeping adjustments:						
Pipeline safety (OSLTF)	1,400	-5,000	-3,000	-2,000	-3,000	-4,400
General Provision (Sec. 329)	4,000					-4,000
FTA: Job access (mass transit category)	-25,000					+25,000
FTA: Job access (non-defense discretionary)	25,000					-25,000
Emergency funding	-848,619					+848,619
FY 1999 adjustments to CBO rescissions	205					-205
Trans Admin Service Center adjustment			1,000			
Advance appropriations		-20,000		-20,000		
Total, adjustments	-843,014	-25,000	-2,000	-22,000	-3,000	+840,014
Net grand total (including scorekeeping)	13,704,009	14,639,820	8,354,275	13,923,522	14,369,057	+665,048
Appropriations	(14,109,464)	(14,639,820)	(8,654,275)	(14,223,022)	(14,399,057)	(+289,593)
Rescissions	(-405,455)		(-300,000)	(-299,500)	(-30,000)	(+375,455)
(Limitations on obligations)	(32,095,800)	(34,386,150)	(34,987,450)	(34,444,150)	(34,673,150)	(+2,577,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Net grand total budgetary resources	(47,223,856)	(50,158,086)	(44,473,841)	(49,499,788)	(50,174,323)	(+2,950,467)
RECAP BY FUNCTION						
Mandatory	684,000	721,000	721,000	730,327	730,327	+46,327
Discretionary:						
Highway category: (Limitation on obligations)	(25,883,000)	(27,821,480)	(28,085,150)	(28,085,150)	(28,085,150)	(+2,202,150)
Mass Transit category	721,200	1,159,000	1,159,000	1,159,000	1,159,000	+437,800
(Limitation on obligations)	(4,251,800)	(4,929,270)	(4,638,000)	(4,638,000)	(4,638,000)	(+386,200)
Total, Mass Transit category	4,973,000	6,088,270	5,797,000	5,797,000	5,797,000	+824,000
General purpose discretionary:						
Defense discretionary	300,000	334,000	300,000	534,000	300,000	
Nondefense discretionary	11,998,809	12,425,820	6,174,275	11,500,195	12,179,730	+180,921
Total, General purpose discretionary	12,298,809	12,759,820	6,474,275	12,034,195	12,479,730	+180,921
Total, Discretionary	12,298,809	12,759,820	6,474,275	12,034,195	12,479,730	+180,921

Mr. Speaker, I reserve the balance of my time.

Mr. SABO. Mr. Speaker, I yield myself such time as I may consume.

(Mr. SABO asked and was given permission to revise and extend his remarks.)

Mr. SABO. Mr. Speaker, this is a good bill. I hope we pass it. As always, a bill does not reflect everything each of us might want or what either the House or the Senate might want, but is a compromise. This is a reasonable bill within the money available. I think it treats the various programs fairly. It treats the huge array of requests we had for funding fairly on a bipartisan basis, and I urge support of the conference report.

I just want to take a moment to express my thanks to my staff, the minority staff, Cheryl Smith and Marge Duske from my personal office, and the majority staff, John Blazey, Rich Efford, Stephanie Gupta, Linda Muir, and David Whitestone. They do outstanding work on behalf of us.

I rise in strong support of the conference report on the FY2000 Transportation Appropriations conference report. I want to commend the gentleman from Virginia for his tireless work in hammering out fair and sensible compromises on the many difficult and controversial issues that the transportation conferees were faced with this year.

One of the most difficult issues we faced concerned driver privacy and the release of photographs and personal information contained on driver records. I am not convinced that we arrived at the best solution, but there was strong interest in the conference in restricting the release of sensitive, information such as social security numbers that are included on these records.

The gentleman from Virginia has touched on the significant funding provisions in the bill. I would just reiterate that this conference report includes \$4.0 billion for the Coast Guard, an increase of \$129 million over 1999, and funds the Coast Guard's highest priorities.

It provides \$5.9 billion for FAA air traffic control and other operations, an increase of \$337 million over 1999. While we were not able to provide as much as the Administration wanted for FAA operations due to severe budget constraints, I am satisfied that we have fully provided for safety of the travelling public and have addressed some of the concerns that the air traffic controllers have had regarding funding for this account.

The conference report funds both highways and transit at the guaranteed amounts specified in TEA21 and includes all the projects identified in TEA21. The conference report also includes the additional \$1.456 billion gas taxes for the highway program—the so-called Revenue Aligned Budget Authority. This conference report ensures that every state will receive additional highway dollars under the highway funding formula allocation in TEA21, while protecting an additional \$90 million in revenue aligned budget authority for the highway demonstration projects in TEA21.

I know that members of the California and New York delegations have had concerns about provisions in the Senate conference report capping the amount of transit funds those states would receive. This conference report

maintains the House position and does not include those provisions.

With regard to truck safety, I believe the approach developed by the gentleman from Virginia will contribute greatly to making our highways safer. The conference report provides funding for motor carrier safety operations as provided in the House-passed conference report, but leaves the judgment of where this office should be relocated within DOT to the Secretary.

Amtrak is also fully funded at its budget request of \$571 million in the conference agreement. This will enable Amtrak to continue its critical investments in its infrastructure and improve passenger rail service in the Northeast and other parts of the country where there is strong support for retaining and improving rail service.

Mr. Speaker, in closing, I want to again commend the chairman of the Subcommittee, the gentleman from Virginia, for the way he has handled the transportation subcommittee's business this year. He has been fair and open to suggestions as to how we could improve this bill and develop a final product that we all could support.

I also want to thank the majority staff—John Blazey, Rich Efford, Stephanie Gupta, Linda Muir and David Whitestone. They do a great job in attending to all the tedious detail and legwork that goes into this conference report.

In closing, Mr. Speaker, this is a fair and balanced conference report. I strongly urge a "yes" vote.

Mr. Speaker, I reserve the balance of my time.

Mr. WOLF. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, before I close, let me just also again thank all the Members for their help and their support in working on this very important bill. We had emphasized safety, which I think has been addressed very, very well.

I again want to thank the gentleman from Minnesota (Mr. SABO), and I want to thank the staff members. John Blazey, who did an outstanding job; along with Rich Efford, Stephanie Gupta; Linda Muir; and David Whitestone from my office; Cheryl Smith from Mr. SABO's side; Marjorie Duske. Also from the Senate side, because we worked with them, Wally Burnett, Joyce Rose, Paul Doerrer, Peter Rogoff, and Denise Matthews. I just want to thank all of them. It has been a long, hard effort.

Mr. LIPINSKI. Mr. Speaker, I rise in strong opposition to the conference report for H.R. 2084, the Fiscal Year 2000 Department of Transportation Appropriations Act. There are many, many reasons why I oppose this conference report, not the least of which is the fact that most Members, including myself, have not even seen the report. Other Members have merely been able to glance at it, making it nearly impossible for my colleagues and I to make an informed decision on how to vote for this conference report. However, what I do know about the details of this conference report, I do not like.

One of the main reasons why I oppose this conference report is the fact that the conferees have decided to eliminate the general fund contribution to aviation funding. Histori-

cally, approximately 30 percent of the Federal Aviation Administration's funding has come from the general fund, rather than the aviation trust fund. The general fund payment is used to fund a variety of FAA services that benefit society as a whole. In fact, every American, whether he or she knows it or not, benefits from our national aviation system. The safe and efficient operation of a strong national aviation system allows our economy to grow and thrive. Therefore, the general fund contribution to aviation is more than justified. That is why, on June 15, 1999, the House of Representatives voted two-to-one in favor of retaining the general fund contribution in AIR 21, the Aviation Investment and Reform Act for the 21st Century. However, with this conference report, the appropriators have decided to ignore this decisive vote and eliminate the general fund contribution to aviation funding in Fiscal Year 2000.

Another reason why I am opposed to this conference report is the inadequate and shameful level of funding for the Chicago Transit Authority. The CTA, one of the oldest transit systems in the United States, needs significant New Start funding to complete two important projects—reconstruction of the 102-year-old Douglas Branch on the Blue Line and capacity expansion of the Ravenswood Line. Both projects are critical to Chicago's transit system and cannot be completed without federal New Start funding, despite the substantial investments already made by the City of Chicago and the State of Illinois.

The Chicago region is currently the third most congested metropolitan area in the United States. Each day the CTA serves a population of approximately 3.7 million in Chicago and 38 of its surrounding suburbs. In fact, ridership on the CTA has reached new levels, increasing system-wide for the first time in more than a decade. Yet, at least 12 cities with much lower congestion, smaller transit systems and vastly lower ridership than the Chicago region are provided substantially more—most more than double—than Chicago's allocation of new start funds in this conference report. This is just not right.

This conference report virtually ignores the capital needs of the CTA. It ignores the outstanding needs of our national aviation system by eliminating the general fund contribution. And, these are just two examples of what is—or, more accurately, what is not—in this conference report. I cannot even imagine what else this conference report might contain. As a result, I must vote against this conference report and I urge my colleagues to do the same.

Ms. KILPATRICK. Mr. Speaker, today I rise in strong support of the FY 2000 Conference Report on Transportation Appropriations. I would like to commend the work of my Chairman, Mr. WOLF and My Ranking Member, Mr. SABO, as well as all of the other members of the Subcommittee and staff who worked extremely hard to make this a good bill.

THE FY 2000 TRANSPORTATION APPROPRIATIONS CONFERENCE REPORT ADDRESSES THE NEEDS OF THE NATION

As members of Congress and this Subcommittee it is our job to focus on the present and future transportation needs of the country. Today our communities face old and deteriorating transit systems. Our green spaces shrink in the shadow of urban sprawl, and massive commuter traffic flows have turned

our freeways and highways into rolling parking lots. As our economy continues to grow there is more and more pressure on our highways, skyways, roads and railways. Increased trade with our neighbors in Canada and Mexico means that we in Congress will have to work harder to maintain the quality and safety of our roads, highways and borders.

We have worked hard in Subcommittee to address these problems. This bill increases funding for the Coast Guard by \$129 million dollars to \$4 billion. The job of defending our coastline from the creative tactics used by drug smugglers has become more and more difficult. I will personally seek to find funding that allows the Coast Guard to address these difficulties and prevent drugs from reaching our neighborhoods.

The Conference Report provides over \$20 billion for highway obligations for TEA 21 guaranteed levels. These funds will go to important highway projects aimed at upgrading deteriorating highways and eliminating gridlock.

THE FY 2000 TRANSPORTATION APPROPRIATIONS CONFERENCE REPORT ADDRESSES THE NEEDS OF THE CITY OF DETROIT AND THE STATE OF MICHIGAN

The state of Michigan will receive an outstanding \$27.5 million dollars in funding for buses and bus facilities. In Detroit, the city I represent, these funds will go to projects like Time Transfer Centers to help those transitioning from welfare to work. By providing child care, retail, training, government and other needed services, these Centers will give people the tools they need to successfully empower themselves.

In 1999, Detroit was hit by paralyzing snow storms that shut down city streets for days on end. This bill provides funding that will help efficiently deal with weather emergencies. Funding provided in this measure will aid in the Development of Intelligent Transit Systems that use computer aided technology.

I have also secured funding to aid in the development of High Speed Rail between the City of Detroit and Chicago. High Speed Rail will give the citizens of Michigan an added choice in travel along this vital national corridor.

During the debate on the Transportation Appropriations Conference Report of FY 1998 I voiced my dissatisfaction with the level of funding provided the state of Michigan. Today, as a member of the Appropriations Subcommittee on Transportation, I stand poised to rectify this situation.

I strongly support the passage of H.R. 2084.

Mr. SABO. Mr. Speaker, I yield back the balance of my time.

Mr. WOLF. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the conference report.

The previous question was ordered.

The SPEAKER pro tempore. The question is on the conference report.

Pursuant to clause 10 of rule XX, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on the conference report will be postponed until later today.

The pending business is the question of agreeing to the conference report on the bill, H.R. 2084, on which the yeas and nays are ordered.

The Clerk read the title of the conference report.

The SPEAKER pro tempore. The question is on agreeing to the conference report.

Pursuant to clause 10 of rule XX, the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 304, nays 91, answered “present” 1, not voting 37, as follows:

[Roll No. 466]

YEAS—304

Abercrombie	Foley	McInnis
Aderholt	Forbes	McIntosh
Allen	Fowler	McIntyre
Andrews	Frank (MA)	McKeon
Archer	Franks (NJ)	McKinney
Armey	Frelinghuysen	McNulty
Bachus	Gallegly	Meehan
Ballenger	Ganske	Meek (FL)
Barr	Gekas	Menendez
Barrett (NE)	Gephardt	Mica
Bartlett	Gibbons	Miller (FL)
Becerra	Gillmor	Miller, Gary
Bentsen	Gilman	Minge
Biggert	Gonzalez	Mink
Bilbray	Goode	Moakley
Bilirakis	Goodlatte	Moore
Bishop	Gordon	Moran (VA)
Bliley	Goss	Morella
Blunt	Graham	Murtha
Boehner	Granger	Myrick
Bonilla	Green (WI)	Napolitano
Bonior	Greenwood	Neal
Bono	Gutknecht	Nethercutt
Boucher	Hall (OH)	Ney
Boyd	Hansen	Norwood
Brady (TX)	Hastings (WA)	Nussle
Brown (OH)	Hayes	Obey
Bryant	Hayworth	Olver
Burr	Hill (IN)	Ortiz
Buyer	Hill (MT)	Ose
Callahan	Hilleary	Owens
Calvert	Hilliard	Oxley
Camp	Hobson	Packard
Campbell	Hoekstra	Pallone
Canady	Holt	Pascrell
Cannon	Houghton	Pastor
Capps	Hoyer	Payne
Capuano	Hulshof	Pelosi
Carson	Hunter	Peterson (PA)
Castle	Hyde	Pickett
Chabot	Inslee	Pitts
Chambliss	Isakson	Pombo
Clayton	Istook	Pomeroy
Clement	Jackson (IL)	Portman
Clyburn	Jackson-Lee	Price (NC)
Coburn	(TX)	Pryce (OH)
Collins	Jenkins	Radanovich
Combest	Kanjorski	Ramstad
Costello	Kaptur	Rangel
Cox	Kennedy	Regula
Coyne	Kilpatrick	Reyes
Cramer	King (NY)	Reynolds
Crane	Kingston	Riley
Crowley	Knollenberg	Rivers
Cunningham	Kolbe	Rodriguez
Danner	Kuykendall	Roemer
Davis (FL)	LaFalce	Rogan
Davis (VA)	Lantos	Rogers
Deal	Largent	Rohrabacher
DeGette	Larson	Ros-Lehtinen
DeLauro	Latham	Rothman
DeLay	Lazio	Roukema
DeMint	Leach	Roybal-Allard
Deutsch	Lee	Ryan (WI)
Diaz-Balart	Lewis (CA)	Ryun (KS)
Dickey	Lewis (GA)	Sabo
Dicks	Lewis (KY)	Sanders
Dixon	Linder	Sawyer
Dooley	LoBiondo	Saxton
Doyle	Lofgren	Scott
Dreier	Lowey	Serrano
Dunn	Lucas (KY)	Sessions
Edwards	Lucas (OK)	Shadegg
Ehlers	Luther	Shaw
Emerson	Maloney (CT)	Shays
Engel	Markey	Sherman
English	Martinez	Sherwood
Eshoo	Mascara	Shimkus
Etheridge	Matsui	Simpson
Evans	McCarthy (MO)	Sisisky
Everett	McCarthy (NY)	Skeen
Ewing	McCollum	Skelton
Farr	McCrery	Smith (MI)
Fletcher	McGovern	Smith (NJ)

Smith (TX)	Taylor (NC)	Walsh
Smith (WA)	Thomas	Wamp
Souder	Thompson (CA)	Watkins
Spence	Thompson (MS)	Watt (NC)
Spratt	Thornberry	Watts (OK)
Stabenow	Thurman	Weldon (FL)
Stark	Tiahrt	Weld (PA)
Stenholm	Tierney	Weller
Strickland	Toomey	Wexler
Stump	Towns	Weygand
Stupak	Turner	Whitfield
Sununu	Udall (CO)	Wicker
Talent	Udall (NM)	Wilson
Tancredo	Upton	Wolf
Tanner	Vento	Woolsey
Tauscher	Visclosky	Wynn
Tauzin	Vitter	Young (FL)
Taylor (MS)	Walden	

NAYS—91

Baird	Gilchrest	Miller, George
Baker	Green (TX)	Moran (KS)
Baldacci	Gutierrez	Nadler
Baldwin	Hall (TX)	Oberstar
Barcia	Hastings (FL)	Paul
Barrett (WI)	Hefley	Pease
Bass	Heger	Peterson (MN)
Bereuter	Hoefel	Petri
Berkley	Holden	Phelps
Berry	Horn	Rahall
Blagojevich	Hostettler	Royce
Blumenauer	Hutchinson	Salmon
Boehlert	John	Sanchez
Borski	Johnson, E. B.	Sandlin
Boswell	Jones (NC)	Sanford
Brady (PA)	Kasich	Schaffer
Cardin	Kelly	Schakowsky
Coble	Kildee	Sensenbrenner
Condit	Kind (WI)	Shows
Conyers	Klink	Shuster
Cook	Kucinich	Slaughter
Cooksey	LaHood	Snyder
Cubin	Lampson	Stearns
Davis (IL)	LaTourette	Sweeney
DeFazio	Lipinski	Terry
Dingell	Maloney (NY)	Thune
Doggett	Manzullo	Trafficant
Doolittle	McDermott	Waters
Duncan	Metcalf	Weiner
Filner	Millender-	Wise
Frost	McDonald	

ANSWERED “PRESENT”—1

Bateman

NOT VOTING—37

Ackerman	Gejdenson	Mollohan
Barton	Goodling	Northup
Berman	Hinchey	Pickering
Brown (FL)	Hinojosa	Porter
Burton	Hooley	Quinn
Chenoweth	Jefferson	Rush
Clay	Johnson (CT)	Scarborough
Cummings	Johnson, Sam	Velazquez
Delahunt	Jones (OH)	Waxman
Ehrlich	Klecicka	Wu
Fattah	Levin	Young (AK)
Ford	McHugh	
Fossella	Meeks (NY)	

□ 0957

Mr. BEREUTER, Ms. EDDIE BERNICE JOHNSON of Texas, Messrs. SHOWS, KUCINICH, BOEHLERT, Ms. BERKLEY, Messrs. LAHOOD, JOHN, HALL of Texas, SNYDER, GREEN of Texas, and Mrs. KELLY changed their vote from “yea” to “nay.”

Messrs. WATT of North Carolina, BACHUS, ENGLISH, UDALL of Colorado, and HOYER changed their vote from “nay” to “yea.”

So the conference report was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. BURTON of Indiana. Mr. Speaker, during rollcall vote 466, I was unavoidably detained and unable to be on the House floor during that time. Had I been here I would have voted “yea.”

Mrs. NORTHUP. Mr. Speaker, on rollcall No. 466, I was unavoidably detained. Had I been present, I would have voted "yes."

Mr. PICKERING. Mr. Speaker, on rollcall No. 466, I was inadvertently detained. Had I been present, I would have voted "yes."

Ms. VELÁQUEZ. Mr. Speaker, I was unavoidably detained during rollcall vote No. 466, which provided for consideration of H.R. 2084, Conference Report for FY 2000 Transportation Appropriations. If I had been present I would have voted "yes."

Mr. FOSSELLA. Mr. Speaker, I am not recorded on rollcall No. 466 for the Conference Report accompanying H.R. 2084, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000. I was unavoidably detained and therefore, could not vote for this conference report. Had I been present, I would have voted "yes" on rollcall No. 466.

Stated against:

Mr. KLECZKA. Mr. Speaker, during rollcall vote No. 466, I was unavoidably detained. Had I been present, I would have voted "no."

Mr. CUMMINGS. Mr. Speaker, I was unavoidably detained during rollcall vote No. 466. Had I been present, I would have voted "nay."

WAIVING POINTS OF ORDER AGAINST CONFERENCE REPORT ON H.R. 1906, AGRICULTURE, RURAL DEVELOPMENT, FOOD AND DRUG ADMINISTRATION, AND RELATED AGENCIES APPROPRIATIONS ACT, 2000

Mr. DIAZ-BALART. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 317 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 317

Resolved, That upon adoption of this resolution it shall be in order to consider the conference report to accompany the bill (H.R. 1906) making appropriations for Agriculture, Rural Development, Food and Drug Administration, and Related Agencies for the fiscal year ending September 30, 2000, and for other purposes. All points of order against the conference report and against its consideration are waived. The conference report shall be considered as read.

The SPEAKER pro tempore (Mr. BE-REUTER). The gentleman from Florida (Mr. DIAZ-BALART) is recognized for 1 hour.

Mr. DIAZ-BALART. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Texas (Mr. HALL), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

(Mr. DIAZ-BALART asked and was given permission to revise and extend his remarks, and include extraneous material.)

□ 1000

Mr. DIAZ-BALART. Mr. Speaker, House Resolution 317 is the standard rule waiving points of order for the conference report to accompany H.R. 1906, the Agriculture, Rural Develop-

ment, Food and Drug Administration and Related Agencies Appropriations Bill for Fiscal Year 2000.

The rule waives points of order against the conference report and its consideration and provides that the conference report shall be considered as read.

I strongly support the rule. I also strongly support the underlying conference report. There are many important programs which are being funded. I commend the conferees for their dedication to their work and to the American farmer.

Mr. Speaker, I include for the RECORD an editorial from the Miami Herald.

The document referred to is as follows:

[From the Miami Herald, Sept. 24, 1999]

FOOD SALES TO CUBA—WILL BENEFIT ONLY THE REPRESSIVE REGIME

The idea of allowing U.S. firms freely to sell food and medicine to Cuba seems unsailable from afar, a humanitarian gesture toward deprived people, as well as good business for American farmers.

But that's a huckster's pitch being promulgated by U.S. business interests that either misunderstand the way Cuba's politically regimented economy works, or that are trying to break the U.S. trade embargo. Congress shouldn't fall for the pitch to legalize unrestricted food and medicine sales to Cuba.

This isn't about humanitarianism: Selling supplies to the totalitarian regime responsible for so much human misery in no way ensures that any benefits would trickle down to the people of Cuba. This is about money—including money for the regime's repressive machinery.

In Washington this week, the U.S. farm lobby is bringing to a climax its orchestrated campaign against trade sanctions in general and to open Cuba to grain sales specifically. Dreaming about yearly sales that they think could reach \$2 billion within five years, farm groups appear eager to extend plenty of credits and take Cuban sugar or rum in barter. Listen to David Frey, the Kansas Wheat Commission administrator: "With Cuba's stressed economic situation, we are talking about a long-term deal before they are paying cash for a lot of wheat. There will be a time when they will be able . . . to pay cash."

Mr. Frey and his allies are deluding themselves if they believe that selling wheat to a government with no hard currency and a history of stifling business partners is going to save America's farmers. Equally deluded are those well meaning people who think that selling such materials will alleviate the suffering of the average Cuban.

Remember that this is the regime that ruined Cuban agriculture and other industry in the first place. While Cuba's fertile soil and waters no longer produce enough to feed its ration-card weary people, the regime serves lobster to tourists. While Cuban children can't get asthma medication on any given night, foreigners paying for surgery get first-world medicines.

Measures to allow licensed sales of food and medicine were attached to an agriculture appropriations bill by the Senate last month. U.S. Reps. Lincoln Diaz-Balart and Ileana Ros-Lehtinen, both from Miami, helped kill the deal by attaching a provision that would make such sales contingent on Cuba having free elections.

That should end it. Better access to food and medicine isn't going to solve Cuba's big-

gest problem. Ridding itself of an odious state will.

Mr. Speaker, as many of my colleagues will recall, this was the first appropriations bill to come to the House floor for the fiscal year 2000 cycle. It passed the House in June. I think it is important and appropriate that we commend the subcommittee chairman the gentleman from New Mexico (Mr. SKEEN) and the ranking member the gentlewoman from Ohio (Ms. KAPTUR) and all the conferees and those who worked so hard along with them to move this process along. They have done an extraordinary job. They have worked extremely hard to produce legislation which provides approximately \$60 billion in total budget authority for agriculture. We know that spending levels are tight, but I believe the conferees did a very good job of working within their limits.

The agriculture appropriations bill funds programs that help benefit each of us each and every day. From improving nutrition, to helping ensure safe and nutritious food to put on our tables, to fund in this bill so many programs. The reality is that less than 2 percent of the American population provide food that is safe and nutritious and affordable for the over 270 million Americans as well as for countless millions of others abroad.

Much of the funding in this conference report goes towards food stamps, over \$21 billion; child nutrition programs, almost \$10 billion; farm assistance programs, \$1.2 billion; the supplemental nutrition program for women, infants and children, known as WIC, over \$4 billion.

I have consistently supported agriculture, Mr. Speaker, and I commend the hard work of the conferees. Again, I think it is so just and proper that we thank the gentleman from New Mexico for his hard work on this conference report. There are many, many programs that are being brought forth that are important. It is important that this legislation be acted on as soon as possible.

That is why, Mr. Speaker, I urge the adoption of both this rule bringing forth this conference report and of the conference report itself.

Mr. Speaker, I reserve the balance of my time.

Mr. HALL of Ohio. Mr. Speaker, I thank the gentleman from Florida (Mr. DIAZ-BALART) for yielding me the time, and I yield myself such time as I may consume.

This rule makes in order consideration of the conference report to accompany H.R. 1906 which is the agriculture appropriations bill for fiscal year 2000. The rule waives all points of order against the conference report.

Mr. Speaker, the conference report was not written by the members of the conference committee. It was pretty much written by the House and the Senate leadership. Frustration among Democrats is running so high that a few days ago, the ranking Democrat on